

Brecon Motor Club

Dennis Motorsport

Epynt Hillclimbs

15th & 16th June 2013



Hill Record 55.32 seconds held by Mike Manning and set in 2012

BRECON MOTOR CLUB

in association with Ecurie Cymraeg

ELEVENTH & TWELFTH EPYNT HILLCLIMBS

SUPPORTED BY

**DENNIS
MOTORSPORT**

Saturday 15th and Sunday 16th June 2013

Welcome to the ELEVENTH AND TWELFTH running of the Dennis Motorsport Epynt Hillclimbs, the events will run to the same format as last year and we look forward to seeing friends old and new.

Our thanks go to Mr. Brian Dennis of Dennis Motorsport for his enthusiastic support of the events.

We wish you a successful days motorsport and ask you and your teams to adhere to all the regulations set out below.

The Organisers.

Brian Dennis & Son The Old Forge Garage

Incorporating DENNIS MOTORSPORT

Sales and Serving of Cars and Commercials

HGV Testing Station

(Class 4, 5 & 7)

Courtesy Cars and Vans provided



Choice of
Seven and Half Ton Chassis Cabs &
Horse Boxes

Wide Selection of Used Cars Available

Check our website for current stock

Tel: 01497 820341 01497821400 (Evenings)

Web www.dennismotorsport.co.uk

Email: timdennis001@hotmail.com

BRECON MOTOR CLUB

ELEVENTH AND TWELFTH EPYNT HILLCLIMBS SUPPORTED BY DENNIS MOTORSPORT

SUPPLEMENTARY REGULATIONS

1. Announcement. Brecon Motor Club will promote a NATIONAL 'B' HILLCLIMB on Saturday 15th June 2013 and Sunday 16th June 2013 at Mynydd Epynt, near Brecon, Powys.

2. Jurisdiction. The event will be held under the General Regulations of the Motor Sports Association (incorporating the International Sporting Code of the FIA), these supplementary regulations and any written instructions the organisers may issue for the event.

3. Permit. MSA Permit numbers:

15th June 2013:

16th June 2013:

4. Eligibility. The event is open to all members of affiliated clubs of the WAMC and members of the Lotus 7 Club, HRCR, Volvo Owners Club, Triumph TR Register and HSA and must hold a valid 2013 MSA Competition Licence appropriate to the event entered.

5. Championships. The event is a round of the following championships:

For the 15th June Event

- i. The Trident Engineering (Llanelli) 2013 in association with Bartlett Engineering (South Wales) Ltd. WAMC Sprint and Hillclimb Championship. Permit number **CH2013/S093 (Grade E)**
- ii. The WAMC Junior Challenge 2013. Permit number **76/2013**

For the 16th June Event

- i. The Trident Engineering (Llanelli) 2013 in association with Bartlett Engineering (South Wales) Ltd. WAMC Sprint and Hillclimb Championship. Permit number **CH2013/S093 (Grade E)**
- ii The 2013 Lotus 7 Club Speed Championship. Permit number **CH2013/S036 (Grade C)**.

6. Time Schedule for both events.

The event format will be as follows:

Signing on Marshals	0830 hrs. - 0945 hrs.
Drivers	0830 hrs. - 0945 hrs.
Scrutineering	0830 hrs. - 1000 hrs.
Drivers briefing	0945 hrs.
Convoy drive of course	1005 hrs.
Practice	1030 hrs.
First timed run	1330 hrs.

Any driver not signed on by 0945 hrs may be excluded. The drivers briefing will take place on the Paddock car park.

7. Track Details. The length of the course is approximately 1 mile consisting of one sweeping left hand bend, a long tightening right hand bend, two chicanes and a straight over a brow into a tight junction right with the finish just after. Height gained is approximately 130 metres, an average gradient of 8%. There will be a circular route in operation to bring competitors back to the paddock which will be approximately 3 miles long. Adequate fuel should be carried to complete this section.

8. Classes. The event will utilise the following class structure and on the day will run in this order. All vehicles must comply with Technical Regulations S.10

Please see **Appendix 1** at the end of this booklet for specific amendments to the classes in line with WAMC championship regulations.

Class A1 Road going series production cars up to 1400cc excluding Kit, Replica, space framed and non-ferrous chassis construction cars.

Class A2 Road going series production cars up to 1400cc to 2000cc excluding Kit, Replica, space framed and non-ferrous chassis construction cars.

Class A3 Road going series production cars over 2000cc excluding Kit, Replica, space framed and non-ferrous chassis construction cars.

Class B1 Road going specialist production cars up to 1700cc

Class B2 Road going specialist production cars over 1700cc

Class B3 Road going Lotus Elise and Elise derived cars

Class C1 Modified Limited Production cars up to 1400cc

Class C2 Modified Limited Production cars over 1400cc and up to 2000cc

Class C3 Modified Limited Production cars over 2000cc

Class C4 Modified Production Kit, Replica and Space-framed cars with single engines up to 1800cc

Class C5 Modified Production Kit, Replica and Space-framed cars with single engines over 1800cc

Rally Car Class: Cars must comply with S.10 and the blue book requirements for Stage and Road Rally Cars

Class D1 Stage Rally Cars up to 1600cc

Class D2 Stage Rally Cars over 1600cc

Class D3 Road Rally Cars up to 1600cc

Class D4 Road Rally Cars over 1600c

Class E1 Sports Libre cars up to 1400cc. No single seaters permitted.

Class E1 Sports Libre cars up to 2000cc and Hillclimb Supersports cars. No single seaters permitted.

Class E2 Sports Libre cars over 2000cc. No single seaters permitted.

Historic Rally Car Class:

Class H1 Historic Rally Cars up to 1600cc

Class H2 Historic Rally Cars over 1600cc

Class H3 Post Historic Rally Cars up to 1600cc

Class H4 Post Historic Rally Cars over 1600cc

Class H5 Classic Rally Cars up to 1600cc

Class H6 Classic Rally Cars over 1600cc

All cars must comply with HRCR Championship regulations with the exception of tyres.

Lotus 7 Class :

Class L1 – L7 Lotus 7s and Caterhams registered in the 2013 Lotus 7 Club Speed Championship. Classes as championship regulations.

Class V1 Veteran cars

Class Q Electric cars

All vehicles must comply with MSA regulations for the event. All cars with engines using non-diesel fuel and fitted with forced induction will be subject to a 40% capacity increase (S.10.3.1). All cars must be fitted with silencers and will be

subject to a noise test. All competing cars must use pump fuel. All road going and rally cars should have a current MOT which if required will be inspected at scrutineering.

9. Practice & Event Runs. Competitors will be able to drive the course beforehand in convoy as well as being allowed two practice runs as per S.2.1.2

Competitors are also reminded of S.9.2.2, only the driver may be in the car during competition and practice.

10. Competitor Numbering. Competitors must supply competition numbers as per S.9.2.5. and must be affixed to each front door of the competing vehicle. Drivers of shared cars must ensure that the correct number is displayed for each run. Second drivers will share the same number as first drivers but must add an additional number "7" before the number and must be supplied by the competitor.

11. Paddock. Space in the paddock will be extremely limited and competitors are urged to follow marshal's instructions on arrival. There will be a separate grassed area for parking trailers which must be used. Extra vigilance must be taken to ensure that all persons present do not stray from the paddock and hillclimb area as **there will be live firing taking place on the ranges that weekend.** Further warnings will be issued with the final instructions. The venue is also adjacent to an assault course which is strictly out of bounds. Any driver or person associated with the driver who ignores this warning will be excluded from the event.

12. Awards. Awards will be presented for first in each class and for FTD, fastest time of the day. Further awards may be given at the organisers discretion.

13. Entries. The maximum entry for the event is 90, the minimum 50. Classes may be amalgamated if no more than three are received. No car may be entered in more than one class or be driven by more than two drivers. A driver may drive a maximum of two cars, which must be in different

classes. Should the minimum number of entries not be reached the organisers reserve the right to cancel the event. The entries open on the publication of these regulations and close for both events on the 15th June. All regulations, final instructions and results will be issued electronically. Please contact the organisers if you need printed versions.

The Entries Secretary will be David Thomas.

(david_thomas@btinternet.com)

The entry fee will be £95 (ninety five pounds) and cheques should be made payable to Brecon Motor Club. Entries withdrawn before the event will be subject to a £10 administration fee. Competitors wishing to compete on both events are eligible for a £10 discount, i.e. the entry fee will be £180 for both days.

14. Officials. For both events unless stated. Calls only between 19:00 to 21:00hrs only

MSA Steward

TBA

MSA Scrutineer

Huw Jones

Eifion Page, Nigel
Chappelle

MSA Environmental Scrutineer

TBA

MSA Chief Timekeeper
Timekeeper

Anthony Parker

Robert Allender, Neil
Samuel

Club Steward

Denis Cardell

Clerk of the Course

Martin Leonard

Deputy Clerk of the Course

Alun Morgan

Assistant Clerk of the Course
Secretary

David Thomas

Sara Williams

Chief Marshal

Bob Long 07769 661030

Equipment Officer

Craig Jones

Chief Medical Officer

TBA

Rescue

BRSCC

Hill Controller

Phil Cleaton

Entries Secretary

Mr David Thomas,
13 Oakfield Drive,
Crickhowell

NP8 1DR. Tel: 01873
810870/07540989710

15. Provisional Results. These will be published in accordance with H.35. Any protest or appeal must be lodged in accordance with C.5.2

16. Starting Order. Competitors will run in class and numerical order. Cars will start at intervals dictated by the track licence. Competitors must be ready to start their runs and comply with instructions issued by the paddock marshals during the day. Second drivers will be run in a batch after all classes have run.

17. Drivers. Throughout practice and competition, all drivers must wear clothing, helmet and goggles and gloves complying with S.9.2.1. All these items will be inspected at scrutineering.

18. Timing. Competitors will start in their own time on receipt of the start signal. The method of timing will be automatic. Timing starts when the vehicle breaks the light beam and finishes on completion of the run when the vehicle breaks the light beam. Each competitor will be allowed a minimum of two timed runs with the fastest timed run of the day to count. A timing strut is Mandatory for all vehicles as per S.10.9.

19. Red Flags. A red flag means 'STOP', if red flagged stop as soon as possible and await further instructions from a marshal.

20. Penalties. There will be two chicanes sited on the course which will be located next to marshals posts. These marshals will be empowered as Judges of Fact. Any competitor whose car makes contact with these chicanes will be penalised 30 seconds for each offence.

21. Animals. Pets are NOT allowed on the ranges. Please adhere to this rule as we would like to use the venue again.

22. Official Photographer

JMS Photographic. www.jmsphotographic.com

23. Thanks

Mr Brian Dennis

DTE Wales

Landmarc

All Marshals and Officials

JMS Photography



**Meetings are held on the first
Wednesday
of the month at the
Castle Hotel, Brecon**

New members welcome! Keep up

to date with the news at

www.breconmotorclub.com

Appendix 1

Cars running in **Road Modified classes 1A to 1C** inclusive must conform to the regulations for Roadgoing Production Cars defined in the 2013 MSA Technical Regulations (S) 11. with the following amendments:

- (i) Limited edition models produced in volumes of less than 1000 per annum will be eligible if they are based on a standard model that was produced in volumes of greater than 1000 per annum, and the differences between the car as presented at an event and the eligible standard car are permitted as modifications in these classes.
- (ii) Cars must be taxed (no trade plates), insured, MOT'd where applicable with documents available for inspection.
- (iii) A full sized glass windscreen (a single windscreen the full width of the car and with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen) must be fitted in the standard position. Cars supplied without full sized windscreens are not permitted in these classes.
- (iv) With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified.
- (v) Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item

The only permitted tyres within these classes are those defined in the 2013MSA Technical Regulations (L) List 1A. and List 1B. Tyres must be in a Road Legal Condition

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st Dec. 1999

Brake calipers, discs master cylinder & Pads can be modified Carbon discs are not permitted. Modification of the brake pedal is not permitted. Anti-lock braking systems can be removed but cannot be added to a vehicle that did not have this as a manufacturer specified option.

Suspension pickup points and method of operation must remain as standard (e.g. torsion bar cannot be changed to coil springs). Suspension bushes may be uprated with a harder material. The fitting of an uprated front and of rear anti-roll bar is permitted. Strut braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place. Dampers are free but method of operation and location must remain as standard. The fitting of spherical type or rod end joints is not permitted, except at the top of the suspension strut. Only when fitted as a manufacturer specification option would spherical type or rod end joints be permitted.

Kit, Replica, Space-framed and non-ferrous chassis construction cars are not permitted in Classes 1A, 1B and 1C. In the event of an unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications / specification and allow the championship points to stand.

Cars running in Road Modified **classes 2A and 2B** must conform to the regulation for Roadgoing Specialist Production Cars defined in the 2013 MSA Technical Regulations (S) 11 with the following amendments:

- (i) Cars must be taxed (no trade plates), insured, MOT'd where applicable with documents available for inspection.
- (ii) A full sized glass windscreen (a single windscreen the full width of the car and with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen) must be fitted in the standard position. Cars supplied without full sized windscreens are not permitted in these classes.
- (iii) With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified. The air intake filter may protrude above the silhouette of the car to a maximum of 75mm. When the filter is removed, the silhouette must remain as standard. Exhaust systems are not considered to be part of the silhouette of the car.
- (iv) Pyrotechnic safety devices such as airbags and seatbelt pretensioners may be disconnected or removed. The steering wheel may be replaced by a non-standard item.
- (v) The only permitted tyres within these classes are radial –ply tyres defined in the 2013 MSA Technical regulations (L) list 1A or (L) list 1B. Tyres must be

- in a road legal condition.
- (vi) Exhaust systems must include a working catalytic converter on all cars manufactured after 31st Dec.1999.
 - (vii) All cars must have an operational reverse gear as per MSA Common Regulations for Competitors: Vehicles (J 5.11.2)

Road-going **Lotus Elise and Elise** derived Cars must comply with the M.S.A. yearbook Definitions S10.10.1

Cars eligible for class 2C are the following: Lotus Elise, Lotus Exige, Lotus 340R, Vauxhall VX220 and Opel Speedster.

Cars competing in Class 2C must be totally based upon a standard production car. Modifications to enhance the performance are permitted but the cars must remain in totally road legal form at all times. They must be taxed, MOT'd (if applicable) and insured with documents available for inspection.

For all cars in class 2C the only permitted tyres are those defined in 2013 MSA Technical Regulations (L) list 1A or (L)list 1B

In the event of an unresolved eligibility problem the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications / specifications and allow the championship points to stand.

